

THE ST. LOUIS REPUBLIC.

WORLD'S—1904—FAIR

NINETY-SIXTH YEAR.

ST. LOUIS, MO., THURSDAY, DECEMBER 24, 1903.

PRICE (In St. Louis, One Cent. Outside St. Louis, Two Cents. On Train, Three Cents.)

JAPAN WOULD RATHER FIGHT THAN GIVE UP ANY RIGHTS IN MANCHURIA AND KOREA.

Refuses to Hold in Abeyance the Evacuation of Manchuria, as Suggested by the Recent Russian Proposals—Dangerous Factor in Critical Situation Is Confidence of Russian Fighting Men That an Easy Victory Would Be Theirs—China About to Be Crushed Between the Millstones, Is Apparently Helpless.

WU TING FANG BELIEVES EMPIRE IS SURE TO DISINTEGRATE.

Peking, Dec. 23.—The optimistic feeling in some quarters concerning war between Japan and Russia is not shared by the diplomats at Peking, whose knowledge of the present situation of affairs entitles their opinion to the highest consideration. It is positively known that the Japanese Government has drawn the line for a settlement, beyond which it will not make any material concession, and that it is determined to fight before yielding what it considers to be vital interests.

It is believed that unless Russia concedes important points another exchange of notes will precipitate matters. INEVITABLE ON EVACUATION. It is also believed that Japan will refuse any arrangement holding in abeyance the evacuation of Manchuria, which was one of the terms of the proposed arrangement recently announced from St. Petersburg, and which it is now supposed was intended by the Russian Government as a "feeler."

This would be a violation of expressed pledges given to Japan and China. Minister Uchida said he would be obliged to resign his post in the event of such an agreement.

The most dangerous factors in the situation are the confidence of the Russian officials in the Far East that a war would mean an easy victory for Russia and the challenging tone of the Russian officials and newspapers.

The intelligent Chinese officials await developments with the deepest anxiety. They foresee the many perils menacing China in the event of war and the possibilities that a partition of the Empire may result in China's inability to maintain the neutrality of her harbors and subjects.

ARMY IS USELESS.

The younger officials and the newspapers discuss the possibility of an alliance between China and Japan, but the only available Chinese troops are the 15,000 Japanese-trained men of Yuan-Shi Kai (who was recently appointed commander of the imperial army and navy), who might fight under foreign leaders, but whose present officers are incompetent and of doubtful courage.

BETWEEN MILLSTONES.

Sir Robert Hart, Director of Chinese Imperial Maritime Customs, said today that he feared China would be the chief sufferer of the war should it occur. "The peace of the Chinese Government has never been more completely displayed than in these times, when Ministers go from legation to legation imploring other Governments to help China without any thought of China's helping herself. There is absolutely no strong man among the ruling Ministers—no Prince Chung, Marquis Tsing, or Li Hung Chang—all are venerable conservatives like Prince Ching."

WU TUNG-FANG DESPAIRS.

Wu Tung-fang, the well-known ex-Minister to the United States, tells his official friends that he despairs of China's future. "I see no hope," he says, "for China. The partition of the Empire soon or later is inevitable."

He is disgusted with official life at Peking, and proposes to resign his present position at the first opportunity. His experience is that of the majority of the enlightened Chinese officials. He did good work in negotiating the commercial treaties recently signed and was summoned to Peking and made vice president of the Board of Commerce. The president of this important board is Prince Tsai Chen, a youth, whose only qualification is the fact that he took a hurried trip around the world when he represented China at the coronation of King Edward. Yet he votes most of the practical proposals made by the other members of the board.

MINISTER HAYASHI LOSES HIS HOPES FOR PEACE.

London, Dec. 23.—Baron Hayashi, the Japanese Minister here, tells his official friends that he is getting very pessimistic regarding the eventual outcome of the negotiations with Russia, but that he does not expect the question of peace or war to be settled until after the new year. If the dispute can only be settled by the present delay, of course, is greatly to Russia's advantage.

In common with other diplomats in London, Baron Hayashi shares the belief that Russia's reply is not likely to be decisive.

RUSSIA TO REPLY QUICKLY BUT EXPECTS MORE DELAY.

St. Petersburg, Dec. 23.—Russia's reply to Japan is momentarily expected to be delivered.

The Foreign Office officials and diplomats continue to express the opinion that as both parties earnestly desire a peaceful settlement, and as their allies have left nothing undone to this end, war will be averted.

An early conclusion of the negotiations, however, seems unlikely. In regard to a Vladivostok dispatch stating that the Japanese had been authorized to settle on the spot all questions concerning neighboring states and take any necessary measures, the Foreign Office declares that the Viceroy's powers remain as determined on by the ukase issued last August.



WU TING-FANG, Chinese Minister at Washington.

MISSOURI TURKEYS IN NEW YORK.

\$100,000 Worth of Birds Sold to Jobbers and Retailers.

DO NOT SUPPLY DEMAND.

Wabash "Turkey Special" Makes Record-Breaking Trip From St. Louis in Nineteen Hours.

The Republic Bureau, 14 Times Building.

New York, Dec. 23.—Leaving St. Louis last Friday over the Wabash Railroad, a train of nineteen cars, loaded with about 35,000 turkeys, packed in 3,000 boxes, started on what was to be a "record freight run" to this city. At Buffalo, the train was transferred to the Lackawanna, and made the trip to New York in nineteen hours, which cuts the time between the two cities for freight by a considerable margin. Even express trains were side-tracked to give the turkey special the right of way, lest New Yorkers should have to pay exorbitant prices for the festive bird.

It is said to be because Missouri farmers held out for higher prices two weeks longer than usual that the special train was necessary to get the birds to market in time for the Christmas trade. The winter, which caused ducking and even shickens to thrive, was death to many of the young turkeys, and, though probably no one who is willing to pay the market price will have to go without turkey for Christmas dinner, there has not been the reduction that was expected, following the record price of Thanksgiving.

Still there has been a drop of 2 to 3 cents, and a bird worthy to grace a table may be had for 25 cents a pound, with a prospect that before Friday the price may take a further drop to 23 cents. It was about 1 o'clock this morning when the turkey special, carrying nearly 40,000 worth of birds, began to be unloaded, and by 5 o'clock thousands of the turkeys were in the hands of jobbers and hence had been sold to the retailers. It is estimated that not less than 200,000 turkeys were on sale in the various markets and stores of the city to-day, but this is only about one-third of the supply demanded. Other shipments which have already arrived or are due to-morrow will, however, supply the demand, it is anticipated.

If one prefers something besides turkey for the place of resistance of the Christmas dinner he will not find prices far different from what they ruled at Thanksgiving. This year and a year ago Philadelphia chickens were selling at about 26 cents and good ones at 22 cents. Rhode Island geese are bringing 22 to 23 cents a pound and the Maryland birds are selling at 20 cents. Game birds are a trifle cheaper, in order to make sure that the supply is all sold before the first of the year, when it is unwise to offer them for sale. Table delicacies such as oysters and greens for decorative purposes remain about the same in price.

ROOT PROFFESSES IGNORANCE.

Doesn't Know That Roosevelt Wants Him to Manage Campaign.

Washington, Dec. 23.—Secretary Root was asked to-day if it was true as reported that he was being urged to succeed Mr. Hanna as chairman of the Republican National Committee. He professed ignorance of the foundation of the report that his name was being considered for the position named.

CHINESE SOLDIERS FIGHT 1,500 KOREAN INVADERS.

Shanghai, Dec. 23.—The Tatar General at Kirin reports that an indecisive battle has occurred between four battalions of Chinese from Hung-chun and 1,500 Koreans, who invaded Chinese territory from Kien-chung, in Northeast Korea.

Dispatches from Korea report continued disturbances at Mokpo and the outbreak of a Tong-Hak insurrection in Choll-La-To Province. The Tong-Haks are a party of malcontents, whose activity was the immediate cause of the war between China and Japan.

TICKET BROKERS' WRIT IS DENIED.

Supreme Tribunal Holds That St. Louis Circuit Court Acted Within Its Jurisdiction.

TWO DISSENTING OPINIONS.

Will Protect World's Fair Passenger Traffic—Suit Has Been Prosecuted by Six Western Lines.

Passenger officials of the St. Louis lines were jubilant yesterday over the decision of the Supreme Court at Jefferson City in dissolving the writ or stay of prohibition temporarily secured by the ticket brokers last July for the purpose of withholding the effect of the injunction issued against them by the St. Louis Circuit Court on petition of six Western railroads.

It is stated that though the case may go before the Circuit Court again the temporary injunctions obtained by railroads last July will now go into effect and restrain in a most sweeping way the defendants and their agents from buying, selling or dealing in mileage, excursion or commutation tickets where it plainly appears thereon that the ticket was issued and sold below the regular scheduled rate under contract with and signed by the original purchaser that such ticket is nontransferable.

Between forty and fifty suits were brought against separately named ticket broker firms in St. Louis, all ticket brokers being included. The prosecuting roads were the Burlington Route, the C. & A. M., K. & T., Missouri Pacific, Iron Mountain and St. Louis and San Francisco railroads.

REPUBLIC SPECIAL.

Jefferson City, Dec. 23.—The Supreme Court in banc and both divisions, met today and handed down a decision against the ticket brokers and in favor of the St. Louis railroads on the matter of scalping World's Fair tickets.

The opinion, which was written by Judge Marshall and concurred in by Judges Brace, Robinson, Burgess and Fox, denied the brokers the writ of prohibition asked for against the Circuit Court of St. Louis.

Judge Valliant filed a dissenting opinion, which was concurred in by Judge Gantt. The court holds that the circuit courts had jurisdiction in the matter. The court's opinion, in part, is as follows:

"Reduced to its essentials and crystallized, the ticket brokers' position is that no 'concrete case' is stated in the injunction suit, which, it is stated, has power to deal with; or, otherwise stated, that there is no existing controversy between the ticket brokers and the railroads which would constitute a cause of action on which the court could act.

The matter compresses itself into the question whether or not a basic jurisdiction over which a court has jurisdiction for adjudication by the injunction suit. If a court has the power to act, its jurisdiction is in no wise impaired by the consideration whether it acted in accordance with law or erroneously. Given the jurisdiction, all else is a mere matter of error to be corrected on appeal."

SUPREME COURT DECISION. The opinion then quotes from a decision of the United States Supreme Court, and says: "That was a suit for damages for being put off a train. The plaintiff purchased from the defendant at St. Louis a ticket from St. Louis to Hot Springs and return. The ticket by its terms required that the original purchaser should identify himself to the satisfaction of the defendant's agent at Hot Springs, and that the ticket should be officially signed and stamped by the agent at Hot Springs, to all of which the original purchaser agreed. In consideration of the reduced rates at which this ticket is sold," the plaintiff failed to so identify himself, and failed to have the return ticket so stamped, and in consequence was put off the train and sued for damages. The lower court sustained a demurrer to the petition, and the Supreme Court of the United States affirmed the judgment, holding that a railroad company has a right to make a contract with the purchaser of a reduced-rate ticket that the original purchaser shall so identify himself, and that the return ticket shall be so signed and stamped, and that the reduced rate at which the ticket is sold affords a consideration for such a contract.

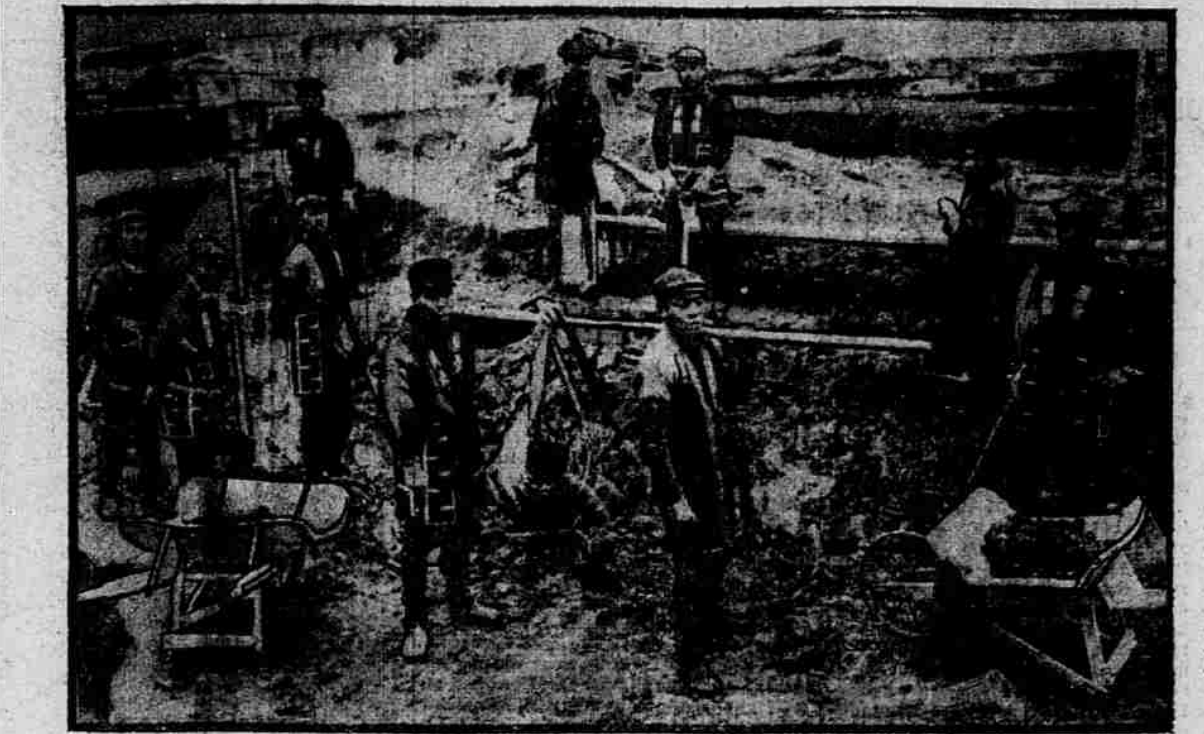
PRINCIPLE OF CONTRACT.

"This is manifestly upon the principle that when persons, sui juris, enter into contracts that are not prohibited by law, based upon a valuable consideration, they must live up to them, and that each has a property right in the contract which the law will protect. In addition to this the laws of this State and the interstate commerce laws, while prohibiting discriminations, permit the railroads to issue excursion or commutation tickets at special rates."

The opinion then quotes from the return of the ticket brokers to the rule to show cause why the injunction should not be

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JAPANESE LABORERS AT WORLD'S FAIR USE QUAIN TOOLS AND METHODS



SHERIFF LOCKED DUMMY IN CELL.

Would Not Believe It When Told He Had Allowed Prisoner to Escape From Potosi Jail.

YARBOROUGH'S STRATEGY.

Slipped Out in Bare Feet When Officer Opened Door for Final Inspection and Fled in Darkness.

REPUBLIC SPECIAL.

Potosi, Mo., Dec. 23.—Chris YARBOROUGH, who was in jail here on the charge of horse stealing, effected his escape to-night about 6:30 o'clock by a clever ruse which completely deceived Sheriff Jeff Higginbotham.

YARBOROUGH prepared a dummy to represent himself in bed asleep, and when the Sheriff entered the cell to take away the supper dishes and close the prison for the night YARBOROUGH slipped out of the cell pen, where he had concealed himself, and out of the open door leading to the street and liberty.

The disappearance of the prisoner was not discovered until some time later, when John Bean, who is also held in custody, told the Sheriff that YARBOROUGH had escaped. Higginbotham was at first incredulous, but on investigation found that he had locked a dummy in YARBOROUGH's cell. He immediately organized a posse and went in pursuit of the fugitive.

YARBOROUGH was recently arrested in Jonesboro, Ark., and brought here for trial. Only a few days ago he made an unsuccessful attempt to get away.

In order to execute his escape he found it necessary to gain the silence of John Bean, the only other prisoner. He told Bean that if he "squealed" on him he would kill him on the spot and that if he kept silence and allowed him to get away he would return and set him at liberty.

Sheriff Higginbotham's lack of precaution in closing the two outside doors after him made the escape possible, and the plan was carried out so noiselessly in bare feet that he had no suspicion of the flight until Bean apprised him of the scheme.

PRISONER FIFTEEN YEARS FOR STEALING A STAMP.

Ellsworth P. De France, Originally Sentenced for Life for Robbing a Letter Carrier.

SIoux CITY, Ia., Dec. 23.—Ellsworth P. De France to-day stepped from the State Penitentiary a free man, after having served a term of fifteen years, less good-time allowance, for the theft of a 2-cent postage stamp. The case is the most remarkable in the history of Western courts.

De France was convicted in the United States District Court for Nebraska for holding up a mail carrier. Although it was shown at his trial that he secured only a 2-cent postage stamp he was sentenced to imprisonment for life.

The matter was carried to President McKinley during his term of office, who commuted the sentence to fifteen years' imprisonment.

MCCLELLAN NAMES McADOO.

Former Assistant Secretary of the Navy a Police Commissioner.

New York, Dec. 23.—Two important appointments of heads of city departments were announced late to-night by Mayor-elect George B. McClellan.

William McAdoo will be Police Commissioner and Maurice Featherston will be Commissioner of the Dock Department. McAdoo was Assistant Secretary of the Navy under Cleveland.

FIVE CENT-WILLIAM MCKINLEY.

President who approved of the bill creating the Exposition.

TEN CENT-MAP OF THE UNITED STATES, showing the territory acquired by the treaty.

The stamps will be in the same colors as the present stamps of the same denominations. They will be rectangular in shape and about the size of the "shipplasters" issued for the Columbian Exposition. The issue will be put on the market with the opening of the Exposition. The size of the issue will depend entirely upon the public demand.

POSTAL DEPARTMENT SELECTS WORLD'S FAIR STAMP DESIGNS.

The Republic Bureau, 14th St. and Pennsylvania Ave.

Washington, Dec. 23.—E. C. Madden, Third Assistant Postmaster General, has transmitted to the Postmaster General his recommendations for the figures to appear on the special St. Louis Exposition stamps. The recommendations are:

ONE CENT—ROBERT LIVINGSTON, Minister to France when the Louisiana Purchase treaty was signed.

TWO CENT—THOMAS JEFFERSON, President when the treaty was signed.

THREE CENT—JAMES MONROE, special envoy to France to negotiate the treaty.

STATUS OF SITUATION IN THE ORIENT AND HOW IT WAS BROUGHT ABOUT.

Relations between Japan and Russia have been increasingly strained ever since the Japanese war with China firmly established the dominance of the Mikado in Korean affairs.

Russia at that time, having already conquered Northern Asia to the Pacific Ocean, had turned southward, ever stretching out a grasping hand for land, concessions—anything obtainable that would increase Russian wealth and prestige.

Diplomatic entanglements had given Russia Port Arthur in Chinese territory, the strongest strategic position on the Chinese coast, as an offset to similar concessions granted to Great Britain at Wei-Hai-Wei and to Germany at Kiao-Chow.

Next, the Boxer uprising, which followed close on the heels of the Chinese-Japanese War, gave Russia the desired opportunity to extend its official control southward far enough to embrace not only the territory adjacent to Port Arthur, but all the intermediate Province of Manchuria. Ostensibly this occupation was part of the concerted movement to coerce China, but when the allied troops withdrew from other parts of the Empire Russia held on to Manchuria.

On the pretext that the building of a railroad and the protection of property, as well as the preservation of order in a turbulent country, required it, Russia postponed from time to time the date of evacuation. All the time permanent improvements were pushed.

Meantime Japan, with activity stimulated by successful military exploits in two campaigns, attained commercial supremacy in Korea, which Russia began to covet. Japan also wanted a share of the Manchurian trade and for this reason began to press Russia to keep promises of evacuation. Japan also began to express concern for Chinese integrity, not only in regard to Manchuria, but the rich Province of Re-Chi-Li.

The situation became critical when Russia failed to keep the oft-repeated promise to complete the final evacuation of Manchuria on October 8, 1903. The negotiations in progress ever since that time have been with a view to defining the rights of the rival countries in the "Hermit Kingdom" and Manchuria.

Several months ago England and Japan, with the full knowledge and approval of the United States, formed an alliance guaranteeing the independence of Korea and agreeing to give each other military support in the case of aggression by another Power. If Russia should attack Japan, England would be obliged to give assistance, but not if Japan should be the aggressor. This treaty has had a restraining influence on Japan, at the same time making its stand firmer against exorbitant Russian demands.

Force of Japanese laborers at work on excavation for foundations of building on Japan's Exposition reservation.

The first work on Japan's buildings at the World's Fair is being performed by a little band of swarthy Japs brought all the way to St. Louis from their native land. There are about twenty-five in all, and they wear the odd, picturesque costume of the laboring class in Japan.

This dress consists of tight-fitting trousers or hose, a loose tunic, worsted shirt and caps. The shoes have no heels and toe is split so that the great toe fits into a separate part like the thumb in a mitten. The tunics are marked with gaudy characters, showing to what trade the wearer belongs.

The tools used by the Japs are entirely different from those used by American workmen. Their spade is very long, but the blade is narrow and does not curve. The hammers are of peculiar design, but are strong and well made. The saw handles are entirely different from those used here.

In excavation work the Japs remove the loosened earth in straw baskets, which they carry suspended from a pole borne on the shoulders of two men. The baskets are flat on the ground and shoveled full of clay. The long handles are then caught up and the pole slipped through them. The load is then lifted to the shoulders of the men assigned to carry it away.

The Japanese laborers work diligently and need no admonition from the foreman, D. Ito, to keep them actively engaged. They go about their tasks quietly and work together so as to render mutual aid at all times. Though small in stature, the Japs are exceedingly strong, and lift burdens with comparative ease.

Work which is being done by the Japs is of a special kind, which American workmen unaccustomed to the Japanese methods of construction cannot perform. All the Japanese buildings were constructed in Japan and have been sent here in sections to be set up.

The woodwork fits together and no nails are used in joining it. Each piece of timber is marked and numbered in Japanese characters, so the artisans can put it together with quickness and precision. Several carloads of these timbers have arrived on the grounds and construction on the buildings will be pushed with all possible speed.

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SIXTY-THREE DEAD IN SUDDEN WRECK OF SWIFT TRAIN.

Going at Terrific Speed, Passenger Engine Crashes Into Lumber Pile Near Dawson, Pa.

CARS HURLED FROM TRACK.

Run for a Short Distance on the Ground, Then Plunge Down Embankment Toward River.

THOSE ON BOARD STUNNED.

Many of the Able-bodied Thereby Rendered Unable to Assist Those Entangled in the Wreckage—Thirty Persons Injured.

Conneville, Pa., Dec. 23.—With a terrible crash and a grinding noise, the Duquesne Limited, the fastest through passenger train from Pittsburgh to New York, on the Baltimore and Ohio Railroad, plowed into a pile of lumber at Laurel Run, two miles west of Dawson, at 7:45 o'clock this evening.

Sixty-three lives were lost and thirty persons were injured.

The train left Pittsburgh this evening a few minutes late, in charge of Engineer William Thornley of Conneville.

When approaching Laurel Run, which is a particularly fine piece of roadbed, the train was running at a high rate of speed.

Suddenly the passengers were thrown from their seats by the lightninglike application of the airbrakes, and a moment later there was a terrific crash.

The train was made up of two baggage cars, two day coaches, one sleeper and one dining car, and at the time was carrying, at the lowest estimate, 120 passengers.

The train plowed along for a considerable distance, and the cars were torn to pieces, passengers jumping, screaming, falling from the wreck as it tore along.

PLUNGES DOWN BANK. Suddenly, the engine swerved to the left and the coaches plunged down over the embankment to the edge of the Youngs-berry River.

The minute the cars stopped rolling there was a wild scene.

Many were pinned beneath the wreckage, and screams and cries rent the air. Many were injured in their mad excitement and plunged into the river. Others, pinned beneath the heavy timbers, pleaded in agonizing tones for release.

So terrific was the force of the wreck that nearly every passenger suffered a moment's unconsciousness, and many of the able-bodied men were unable to assist in helping the injured from the wreck on account of having fainted.

The dead are: ENGINEER WILLIAM THORNTON of Haverhill, Pa.; DIVISION ENGINEER S. G. HEATER of Haverhill, Pa.; FIREMAN THOMAS COOK of Haverhill, Pa.

HERBERT HOLMES of Emmett, Pa.; JAMES HINES, Tarboro, N. C.; John News Company agent on the train. CHARLES LINDFORD of Conneville, Pa.

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LEADING TOPICS

TO-DAY'S REPUBLIC.

THE SUN RISES THIS MORNING AT 7:17 AND SETS THIS EVENING AT 4:54. THE MOON SETS THIS EVENING AT 10:15.

GRAIN CLOSED: ST. LOUIS—MAY WHEAT, 84½¢; CHICAGO—MAY WHEAT, 84½¢; CHICAGO—MAY CORN, 53½¢; CHICAGO—MAY RYE, 53½¢.

WEATHER INDICATIONS. For St. Louis and vicinity—Increasing clouds with rain Thursday; colder Thursday afternoon or night; fresh southerly winds.

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1. Japan-Russia War Situation. Sheriff Locked Dummy in Cell.

2. Cotton Passes Fourteen Cents. Women Applaud Divorce Decision.

3. Claim Cuba May Show Bad Faith. Big Steam Engine Arrives at Fair.

4. Mail Heaviest on Record Here. Boer War Show Concession Made.

5. Happenings in East Side Cities. Desmond "Sweets" Mike Schoen.

6. Felix Bard Had No Speed at All. Board of Engineers Investigating Cause of Power-House Explosion.

7. Editorial. Society News.

8. St. Louis Leads in Eating Candy. Livermen Decide for Finish Fight. Two Men Confess They Sold Their Votes.

Taft's Arrangements Have Been Approved.

10. The Republic "Want" Ads. Birth, Marriage and Death Records. New Corporations.

11. Rooms for Rent Ads.

12. Live-Stock Markets.

13. Wall Street Hibernating Until Holiday Close.

Missouri-Edition Bonds Lead Local Securities.

Wheat Strengthened in Chicago. Summary of St. Louis Markets.

14. Negro Highwayman Assaults Woman. To Sell Colonial Trust Building. Coal Oil Burns Fatal to Woman. Wood Asks That Runes Be Punished. Wife Charges Minister With Desecrating Her.

CARNEGIE GIVES \$4,000,000 TO RELIEVE MEN INJURED IN PLANTS OF STEEL TRUST.

Newcastle, Pa., Dec. 23.—It has just been announced at the local offices of the Carnegie Steel Company that Andrew Carnegie has set apart \$4,000,000, the interest upon which is to form a perpetual fund to relieve workmen injured in the Carnegie plants, and to aid the heirs of those killed while at work.